

Region 2

Seward Highway from the Hope Y to the South End of Kenai Lake

Summary of Resources and Uses in the Region

Background

This region encompasses lands along the Seward Highway from the Hope Y to the south end of Kenai Lake. The main communities, Moose Pass and Crown Point, are unincorporated and together have a population of approximately 280. There are also small settlements in the Summit Lakes area, comprised of private cabins and the Summit Lake Lodge. Most jobs in the region are based on local businesses, tourism, forestry, and government.

State lands

The state owns fairly large tracts (over 8,000 acres) at several locations along the Seward Highway. The large tracts are located at the Hope Y, Summit Lakes, and around Upper and Lower Trail Lakes. In addition lands in the Canyon Creek area are National Forest Community Grant selections that have not yet been conveyed. Smaller state holdings in the area include: small parcels along Kenai Lake (Rocky Creek, Victor Creek, and Schilter Creek); Oracle Mine area; and one parcel at Grandview along the Alaska Railroad.

The main landowner in this region is the U.S. Forest Service. There are scattered private parcels along the Seward Highway, particularly from the junction of the Seward and Sterling highways south to Kenai Lake.

Acreage

The plan applies to 20,386 acres of state-owned and –selected uplands in this region. The plan also applies to state-owned shorelands in this region (acreages of shorelands have not been calculated). The plan does not apply to those portions of the Kenai River Special Management Area that have been legislatively designated.

Physical features

Steep mountain ridges and large lakes with largely undisturbed shorelines typify this region. Swift-flowing creeks often incise the lower elevations. Sixmile Creek and Canyon Creek have carved out dramatic gorges. Along Kenai and Trail lakes, mixed spruce and hemlock forests up to 1,500 feet in elevation cover the slopes. The same forest type extends into the Summit and Grandview areas, but trees are stunted by harsher sub-alpine growing conditions. Farther from

the coast, at Hope Y, there are both spruce and birch forests. Spruce bark beetles have recently devastated most of the mature Lutz spruce in the region.

Access

The Seward Highway provides the primary access through the region. The Alaska Railroad is located in the region, but makes no regular stops in local communities. The USFS has reserved several easements through the region's main valleys for the Iditarod National Historic Trail (summer, winter and alternate routes) and other trails. Segments of the Iditarod Trail, such as a 24-mile stretch over Johnson Pass, have been reconstructed and are maintained for recreational use. A paved bike trail parallels a section of the Seward Highway at Moose Pass and between the Hope Y and the Granite Creek Campground. Several four-wheel-drive trails provide mining access to various placer and lode claims. Sixmile Creek is popular for white-water rafting and kayaking. The region has one airstrip.

Resources and uses

The Seward Highway has been nationally recognized for its outstanding tourism and recreation values and has been designated as an All-American Road. One of the primary attractions is the scenery the highway corridor offers. Scenic highlights within this region include Sixmile and Canyon creeks; Summit, Trail and Kenai lakes; and Turnagain Pass. The Seward Highway is one of the most heavily traveled in the state. Traffic counts and surveys by DOTPF estimate that there are over 400,000 annual vehicle trips for recreation.

In addition to sightseeing and photography, the region is attractive for many types of active outdoor recreation. Activities include: backcountry skiing; hiking, mountain biking; snowmachining; hunting; fishing; camping; and boating. These activities are generally dispersed across state and National Forest lands, but there are several developed facilities and areas where recreational users congregate. These include: Sixmile Creek for whitewater rafting and kayaking; Manitoba Mountain for backcountry skiing; Turnagain Pass for snowmachining and backcountry skiing; Johnson Pass Trail for hiking, mountain biking, skiing, camping; Grandview for cross-country skiing and snowmachining; trails and lakes in the Moose Pass area, and USFS campgrounds at Trail River, Bertha Creek, Granite Creek, Upper Summit Lake, and Ptarmigan.

Commercial recreation is growing in the region. Several river guides offer rafting trips down Sixmile Creek. Summit Lake Lodge offers lodging and meals and rents snowmachines. Moose Pass offers general traveler services. Lodgings such as bed-and breakfast and rental cabins are developing along the highway.

The region has a long history of gold mining. Mining claims are primarily clustered along Sixmile and Canyon creeks. There are also scattered claims east of Trail Lakes in the vicinity of Grant Lake, Ptarmigan Creek and Quartz Creek. DOTPF has developed several materials sites along the Seward Highway and a rock quarry near Lawing. Region 2 also contains part of the proposed Kenai Mountains National Heritage Corridor, which will focus on the historic transportation use of the area for mining and settlement. If designated, the National Heritage

Corridor program would provide assistance to local communities to protect, interpret, and promote their heritage resources.

The DNR Division of Forestry and the USFS have conducted several small timber sales in the Moose Pass and Trail Lakes area in the 1980s and 1990s. The Division of Forestry's *Five-Year Schedule of Timber Sales 2001-2005* proposes timber sales at Schilter Creek, on the west side of Trail Lakes, along Falls Creek, west of Jerome Lake, and west of the Hope Y. Spruce bark beetles have killed a high percentage of the commercial-sized spruce in the region.

Management constraints and considerations

Settlement. The Kenai Peninsula Borough previously selected almost all the state lands in the Moose Pass area, including the lands surrounding Trail Lakes. The Moose Pass Advisory Planning Commission (APC) has developed a draft local land use plan; but the APC recommendations have not yet been forwarded to the Borough Assembly for approval.

Recreation and Tourism. The Seward Highway has received designation as an All-American Road by the Federal Highway Administration. In 1998, the *Seward Highway Scenic Byway Corridor Partnership Plan* was prepared as a requirement for nomination to the National Scenic Byways program. The plan identifies many issues and opportunities concerning scenic resources. The plan makes recommendations, not policies, and suggests solutions. Some of these strategies have been developed into guidelines in this plan and are included in Chapter 2 under the *Public Recreation and Tourism* section.

Areas along the Seward Highway and Alaska Railroad are now being considered for designation by Congress as the Kenai Mountains - Turnagain Arm National Heritage Corridor that will focus on the historic transportation use of the area for mining and settlement. Designation as a National Heritage Corridor does not impose governmental controls or regulation. It does, however, provide assistance to local communities who want to work together to preserve their heritage resources.

The USFS is currently revising its *Chugach Nation Forest Plan*. The USFS has already developed a plan for managing commercial river guides on Sixmile Creek, a state-owned river. The USFS has also identified the need for additional access and parking for Sixmile Creek for both commercial and private kayakers and rafters.

Trail Lakes, and the network of trails in the area, have high recreation values. The USFS reserved easements for some but not all of the trails. The US Forest Service reserved an easement for the Iditarod Trail when the land was conveyed to the state. There are agreements between the USFS, borough and state that address the management of the trail.

DNR adopted the *Kenai River Comprehensive Management Plan* in 1997 and recommended several upland parcels in the region be added to the Kenai River Special Management Area (KRSMA). This plan also recommended adding Trail River and Trail Lakes to KRSMA. Until the legislature approves these additions to KRSMA, DPOR will manage them under a 1997

Memorandum of Understanding and Special Use Land Designation. These lands are also subject to a Leasehold Location Order.

Fish and Wildlife Habitat and Harvest. The Kenai River watershed is highly valuable for commercial, sport, and personal use fisheries. Brown bears also inhabit the area. Upper Trail Creek, Ptarmigan Creek, and the Snow River are particularly important bear feeding streams. Bears traveling along the lakes are constricted in this area and the Trail Lake shores and Kenai Lake shores are suspected bear travel corridors. A borough river protection ordinance applies to the Kenai and Trail rivers and Kenai Lake in this region. This ordinance designates a 50-foot-wide habitat protection zone that requires a permit for most building, clearing, excavation, and commercial use activities within the zone.

Forestry. From 1993 to 1995, DNR Division of Forestry and the USFS conducted a joint forest plan for the Moose Pass area, titled the *Moose Pass Cooperative Project*. The state subsequently prepared Forest Land Use Plans and conducted small timber sales in the area. Additional sales are proposed in the Division of Forestry's *Five-Year Schedule of Timber Sales 2001-2005*.

Management Summary

At the Hope Y, the proposed management intent is to concentrate development near the junction. This area could provide highway services and commercial recreation. The intent is also to avoid commercial strip development from extending along the Seward Highway Scenic Byway. Management units bordering the Seward highway are classified either Public Recreation and Tourism or Resource Management-High Value, with development setbacks to preserve natural vegetation and views from the Scenic Byway, new bike trail, and Sixmile Creek.

In the Summit Lakes area, DNR has identified a potential area for additional cabins or vacation homes; and a potential area for commercial recreation and traveler services near Summit Lake Lodge. This plan recommends that steep and sparsely vegetated areas, as well as buffers along the highway, be retained in state ownership for public recreation and scenic values.

In the Moose Pass/Trail Lakes area, lands proposed for municipal conveyance are concentrated in the Moose Pass, Crown Point, and Lawing area. These areas have relatively low gradients, good drainage, and easy highway access. This plan endorses the *Kenai River Comprehensive Management Plan* recommendations to add several state-owned parcels along Trail River, Trail Lakes, and Kenai Lake to KRSMA. This action will protect the river system's high habitat, scenic and public-recreation values. The remaining lands around Trail River and Lakes will be managed primarily for dispersed recreation and tourism.

At Grandview, state lands will be managed to provide opportunities for train passengers both in summer and winter. State land in the area may be considered for commercial recreation leasing. The surrounding land is in USFS ownership. Any commercial leasing of the Grandview area will require close coordination with the Forest Service. Motorized access to the area via

snowmachine and ORV will be addressed by the *Chugach National Forest Land Management Plan* revision process rather than in this plan.

The forests in the region have suffered extensive beetle kill, particularly in the Moose Pass area. Since salvage harvest will be on a one-time basis, lands with harvest potential have been designated Public Recreation and Tourism--Dispersed Use rather than Forestry. Chapter 2 contains numerous guidelines to mitigate the impact of timber harvest on the fish, wildlife, and recreation resources in this area. These include provisions for Division of Forestry to work with ADFG to identify brown bear habitat prior to harvest.

Existing state materials sites in this region are designated Materials and will remain in state ownership as long as they are needed for state purposes (including materials extraction and storage). Some of these sites may be suitable for community facilities and expansion after materials are depleted.

Guidelines

Seward Highway Scenic Byway guidelines in Chapter 2 address development setbacks along the highway. These guidelines also encourage clustered development with shared driveways. In some areas north and east of Trail Lakes that have high-value recreation trails, this plan recommends trail easements and buffers. A cooperative agreement with the US Forest Service is recommended to address maintenance and legal access issues involving important trails in this area. Also, Iditarod National Historic Trail guidelines in Chapter 2 apply to the units that this trail passes through. Finally, guidelines in Chapter 2 address reserved public access, building setbacks, and fish habitat management zones along many of the waterbodies in this region.

Management Intent for Multiple Units in Region 2

Management intent for most units is included in the resource allocation summary table included at the end of this region. However, management intent that applies to multiple units within this region is included below.

Seward Highway Scenic Byway guidelines

See the *Seward Highway Scenic Byway* guideline under the *Public Recreation and Tourisms* section in Chapter 2.

Iditarod National Historic Trail

See *Iditarod National Historic Trail* guideline under the *Trails and Access* section in Chapter 2.

Guidelines for units located within the Kenai River drainage

See Region 4 in this chapter for additional guidelines under the section, *Management Intent that Applies to many units within the Kenai River Drainage*. These guidelines apply to units in this region that are within the Kenai River drainage (but are listed only under Region 4 in order to avoid redundancy).

Brown Bear travel corridors and feeding areas The uplands around Upper and Lower Trail lakes, Trail River, Trail Creek, and Kenai Lake are important brown bear travel corridors and feeding areas. Because bears avoid swimming broad expanses of water, these waterbodies confine bears to traveling along a narrow band along the lakeshores. In addition, there are several tributaries along these waterbodies that support salmon spawning and are used by bears for feeding. The north shore side of Upper Trail Lake has many salmon-bearing feeder streams and is used as a bear travel corridor from the Tern Lake area to Trail Creek that drains into upper Trail Lake (Units 376, 386, 404, 405, and 406). The east side of the Trail Lake and River system is also used by bears for travel between Trail Creek and Snow River (Units 380D, E, F, G, H; 381; 401A, and 403). Units in these two areas will be retained in state ownership and managed to ensure that the brown bear travel and feeding areas are maintained. Along the portion of the east side of the Trail River and south of Vagt Lake there appears to be adequate room for bears to migrate north-south through Units 380H and 401A and the Chugach National Forest land to the east. For this reason, some units east of the Trail River and south of Trail Lake may be conveyed to a municipality including Units 380B, C, I, J, M, and N; 382G; 385; and 401B are available for borough selection (unless otherwise unconveyable because portions of units or entire units are proposed for addition to KRSMA or are needed for transportation or materials purposes). See also Table 2.4 under *Shorelines, Stream Corridors, and Wetlands* section in Chapter 2 that addresses brown bear corridors.

Brown bears traveling east-west around the south end of Lower Trail Lake may be blocked by future residential development. For this reason, Units 383A, 383B and 382H on the west side of the Trail River will be retained in state ownership based, in part, to protect this bear travel corridor. For these same reasons, on the east side of the Trail River, Units 380A and 380G will be retained in state ownership.

Areas on the west side of Lower Trail Lake and around the community of Moose Pass are generally not used by brown bears for travel and feeding and are either available for conveyance to a municipality or are to be retained based on community water source protection values.

Proposed KRSMA additions

Consistent with the *Kenai River Comprehensive Management Plan*, the undisturbed portion of shoreline along Trail Lakes, Trail River, and Kenai Lake, as well as the waters and submerged lands (shorelands), are proposed for addition to KRSMA and will be managed for Public Recreation and Tourism and/or Fish and Wildlife Habitat (depending on their designation). These include units (378; 380A, D, E, G, K; 382A, D; 383A; 384; 387; 405; 407; and 608). Portions of Unit 381 located on the south end of Grant Lake that are in the SE 1/4 SE1/4 of Section 6 and within Section 8 are recommended for addition to KRSMA. If all or portions of Units 380J, 380N, or 385 are selected by the borough, the state will retain a 200-foot-wide riparian buffer and lands within the 100-year flood boundary along the Trail River, Lower Trail Lake, and Kenai Lake. Retained portions of these three units are recommended for addition to KRSMA.

Existing Mineral Orders and Special Use Lands Designation

Mineral Leasehold location Order #20 that resulted from the adoption of the *Kenai River Comprehensive Management Plan* (KRCMP) applies to the units proposed for addition to KRSMA in the KRCMP. In addition, the KRCMP also designated these proposed additions *Special Use Lands* under 11 AAC 96.010(a)(2) and 11 AAC 96.101(b). This designation requires DNR authorization for any disturbance to the land that might involve clearing of trees, brush, or vegetation; the movement and/or excavation of soil or material; construction or placement of any structure(s); or any activity that tends to reduce fish and wildlife productivity or result in significant disturbance to fish and wildlife habitat. These lands will be managed by DNR Division of Parks and Outdoor Recreation (DPOR) in accordance with the KRCMP and a Cooperative Management Agreement between DPOR and the Division of Mining, Land, and Water.

Retention of a corridor around Trail River, Trail Lakes, and Snow River

If lands along these waters are conveyed to the borough, either a 200-foot-wide buffer will be retained in state ownership or the municipality's patent will be subject to managing these corridors for public recreation and tourism and fish and wildlife habitat. For additional management intent on this issue, see the *Kenai River Comprehensive Management Plan*, the *Additions to KRSMA* guideline under Region 4 in this chapter, and Table 2.4 in Chapter 2 in this plan.

Trails

The south part of this region near Trail Lakes and River has an extensive existing trail system. From north to south these include the Iditarod National Historic Trail, Johnson Trail, Bishop's Ridge Trail, Ned's Bypass Trail, Case Mine Road, Plateau Trail, Grant Lake Trail, Wolverine Trail, Al Solar's Mill Road, Vagt Lake Trail, Crown Point Mine Trail, Skeen Lechner Mine Road, Mel Horner's Trail, and Ptarmigan Lake Trail. In addition, there are a number of trails that cross state-owned and -selected lands in the northern part of the region. Most of these trails have marked and maintained trailheads on the Seward Highway and are located between Tern Lake and the Hope Highway Junction. Most of these trails are reserved by a right-of-way to the US Forest Service. They are now mostly used for recreation, although many are still used to access mining claims. Most of these trails are maintained by the USFS because they access National Forest lands. However, some, like the Vagt Lake Trail, do not access National Forest Lands, do not have USFS ROWs, and are no longer maintained. See the *Trails and Access* section in Chapter 2 for intent that addresses managing and maintaining National Forest trails crossing state lands.

Because of the high public use of trails in the region, maintaining existing and new legal access, trail construction and maintenance, and enforcement are high priorities. This includes protecting public access along these trails by ensuring that trail easements are filed on those trails listed above that do not have such protection. Salvage harvest of dead spruce is allowed along these trails to reduce trail maintenance costs and additional spruce mortality that might result if dead trees were not cut. Rerouting of trails and legal access is allowed to provide for long-term maintenance needs, trail experience, habitat values, and public safety.

Ptarmigan Creek brown bears

Ptarmigan Creek flows through Unit 401A and possibly Units 380I and 401B. Sockeye salmon return in significant numbers to this creek. Because of the riparian values associated with this salmon stream, the Ptarmigan Creek Trail, and brown bears that use the stream for feeding, a 750-foot-wide corridor (measured landward from either side of the creek) will be retained in state ownership or be subject to this corridor if Unit 380I or 401B are conveyed to the borough. The corridor will be managed to protect brown bear feeding habitat, fisheries habitat, and values associated with the Ptarmigan Lake Trail.

Timber salvage harvest

There are a number of past, existing, and proposed timber sales in this region. Most of the mature spruce in this region is dead because of beetle-kill. Salvage timber harvest is compatible in this region subject to the guidelines in Chapter 2 under the *Forestry* and *Fish and Wildlife Habitat and Harvest* sections. For salvage harvest in proposed KRSMA additions, see the *Forestry* guidelines under the *Kenai River Guidelines* in this chapter, Region 4.

Bike trail Along the Seward Highway Between Turnagain Arm and Seward

When authorizing uses and conveying lands along the Seward Highway between Seward and Turnagain Arm, retain lands or a right-of-way adequate for construction of a paralleling bike trail along the highway.

Other plans

Recommendations from the *Kenai River Comprehensive Management Plan* are incorporated into this plan.

Navigable waterbodies

See the *Management Intent for Navigable Rivers* section at the end of this chapter for management intent for the beds of the navigable river segments and their waters including Units 600, 603, 606, 608, and 609.

Hut-to-hut system

This region (north and east of the Trail Lakes) has the potential to support a hut-to-hut trail or trailhead system using existing or new trails and connecting with Grant Lake, Moose Creek (upstream to Grandview), the Johnson Pass Trail, and/or the Summit Lakes area. The plan recognizes the specific value of these areas for the hut-to-hut concept and supports this kind of modest-scale recreation and tourism development.

Specific Management Intent for Units in Region 2

Management intent for most units is included in the resource allocation summary table included at the end of this region. However, management intent for some units was too long to be included in the table so is included below.

Unit 279 Sixmile Creek conservation buffer

This unit is in both Region 1 and Region 2. See *Region 1* for information about this unit.

Unit 281B Hope Highway just north of Hope Junction

Allow commercial recreation leasing, following the guidelines of management intent for the “Nodal development” sections of the Seward Highway Scenic Byway. This unit is conveyable to a municipality but the state will retain, protect, and develop easements or other forms of legal public access to Sixmile Creek. Also see Table 2.4 in Chapter 2.

Unit 281C East Fork Sixmile Creek

If the borough selects this unit, retain portions of the unit to provide for (or make the conveyance subject to) public access to and along the creeks, riparian habitat, scenic values from the highway, and potential uses of portions of the unit for developed public facilities such as waysides, boat launches, and developed day-use area/overnight camping. Also see Table 2.4 in Chapter 2. Those portions retained in state ownership, or subject to special management, will be managed consistent with the values for which they were set aside.

Unit 281D Mild terrain around Hope Y

This unit is configured to include the developable land in the Hope Y area that is available for municipal selection. If the borough selects this unit, retain portions of the unit to provide for (or make the conveyance subject to) public access to Sixmile Creek. Also see Table 2.4 in Chapter 2.

Unit 379B Boulder and Rocky creeks

This unit has high avalanche hazards and steep slopes that preclude residential settlement. Stream buffer guidelines for the lower portions of Rocky/Boulder Creek from Chapter 2 apply to this unit. The unit has the potential to provide a summer trail and trailhead for access to Andy Simons Mountain, which provides views of Kenai and Ptarmigan lakes. This unit is part of a bear travel corridor that parallels the east side of Trail Lake, Trail River and Kenai Lake and connects bear salmon feeding areas located on Trail Creek with the Snow River. Retain this unit in state ownership.

Unit 380C Subdivision and surrounding lands south of Lower Trail Lake

This unit may be available for municipal selection. Retain in state ownership lands within 200 feet of those portions of Falls Creek that are anadromous or contain high value resident fish; or convey this corridor to the borough subject to habitat protection measures.

The Crown Point Road crosses this unit. Currently, there is no designated parking area for this road/trail, so the public parks on the railroad ROW. When DNR considers land use authorizations and conveyances in this unit, it should consider designating part of unit for trailhead parking. It's possible that adjacent lands in other ownerships may be more suitable for this use.

Unit 380I Lawing & Ptarmigan creeks

This unit may be conveyed to a municipality. Although the lands with the best suitability for development (because of access to the highway, utilities and terrain) appear to be located closer to the Seward Highway, the unit may provide opportunities for long-term community growth and development. If conveyed, legal access should be retained on existing trails, ROWs and easements through this unit, including the Falls Creek, Ptarmigan Creek, and Iditarod National Historic Trail. Because the Falls Creek trailhead is on private land, an alternate parking area should be identified and managed for this purpose. Also see the *Ptarmigan Creek Brown Bears* guideline for this region that addresses brown bear habitat along Ptarmigan Creek.

Unit 380J Trail River corridor & Kenai Lake shore between USFS work center & Lower Trail Lake

Because of this unit's proximity to the Trail River, it's designated Public Recreation and Tourism-Dispersed Use. However, because of the unit's proximity to roads, utilities, and other residential areas, portions of the unit may also be available for conveyance to the borough consistent with the KRCMP and KAP guidelines below. Conveyance will also be subject to reserved access for the Schilter Creek Road.

The KRCMP recommended a 200-foot-wide corridor to be retained in state ownership along both sides of the Trail River in this unit. Consistent with the KRCMP, if this unit is conveyed, this corridor (landward on either side of the Trail River) and areas within the 100-year flood boundary will be retained and proposed for addition to KRSMA.¹

Unit 382C Tower, Madsen, and Towson Timber Sales west of Trail Lake

This unit is designated Public Recreation and Tourism-Dispersed Use with management intent to minimize impacts to the Seward Highway viewshed. This unit will also be managed for timber salvage and personal use forestry while minimizing the visibility of the harvest from the highway. Most of the mature spruce in this unit are dead as a result of bark beetle infestations. Because of the infestation and the fact that the area has commercial timber, there are proposed and ongoing timber sales in this unit. This unit is available for borough selection and conveyance. If a selection is filed, all the land between the Seward Highway to the National Forest boundary will be conveyed so that the state is not left with a narrow north-south strip of land too steep to develop that is wedged between borough and US Forest Service land. Lands east of the Seward Highway in this area are part of Unit 380G (a proposed addition to KRSMA) and will be retained in state ownership.

¹ Map 2B does not show which portions of Unit 380J that will be retained in state ownership and which portions of the unit that may be conveyed to a municipality. These will be determined at the time of conveyance.

Unit 383B Upper slopes, Schilter Creek near Crown Point & Moose Pass

This unit is designated Forestry and Public Recreation and Tourism-Dispersed Use. A timber sale is scheduled for this unit in 2001. Roads will be designed not to exceed the minimum standards necessary for the sale and safe removal of timber. Roads should be obliterated or closed after the sale in order to protect recreation, wildlife, and viewshed values. Reserve access for the Schilter Creek Road through this unit when other authorizations are being considered.

Unit 402 Grandview

The unit was originally selected by the state from the US Forest Service based on its value for commercial recreation leasing. DNR is not proposing to develop the unit at this time, nor has it received an application for this type of use. This plan does not preclude the opportunity to lease for recreation and tourism development. However, DNR recognizes that recreational developments will have to be carefully designed in order to protect the scenic and wild values of the area that are its primary attraction to current users. DNR will consider proposals for development that provide additional opportunities for the public to visit and enjoy the area, whether through public or private funding sources.

Because of the concerns listed above, any commercial recreation leases in the area will be subject to the AS 38.05.073 process. In addition, any commercial leasing of the Grandview area will require close coordination with the Forest Service. Under the “. 073” process, DNR will give public notice that it intends to solicit proposals for a lease. DNR will then prepare a "request for proposals" that must include specific information on the lease and must be advertised in newspapers. Once a prospective lessee has been chosen, DNR must give public notice and hold public meetings on the preliminary decision to issue the lease. DNR may impose eligibility standards, including proof of a developer's financial backing and capability, experience in this type of development, ability to meet bonding or insurance requirements, and ability to comply with resource and environmental analysis requirements. The “.073” process also requires that potential economic, social, and environmental impacts of the proposed project must be evaluated. In developing the lease DNR will develop stipulations that are designed to protect the scenic and wild qualities of the area. Stipulations will also be included to avoid, enhance, protect, or restore the historic sites in the area.

The public is directed to the *Chugach National Forest Plan Land Management Plan* revision process to address the Grandview snowmachining issue since DNR only owns 320 acres in the area and the snowmachine access routes to this unit are all on US Forest Service land.

Unit 410C Lower Summit Lake

The two lots at the north end of Lower Summit Lake (Lower Summit Lake Group I, Lots 1 and 2) have cabins on them that are very visible from the Seward Highway Scenic Byway. These lots have recently been conveyed to the state from the USFS. The cabins are rustic and well maintained. There is a double-ended paved pull-off on the Seward Highway near the cabins that is heavily used by sightseers and photographers. Because of the extremely scenic nature of these cabins, their proximity to the Seward Highway Scenic Byway, the scenic lake, and the fact that these cabins comprise one of the best photo opportunities on the trip to Seward, some means of

protecting the scenic values of the area should be considered when conveying these lots to the USFS permittees.

Unit 410E Manitoba Mountain

The portions of this unit that are state selected and topfiled will remain a low priority selection. State-selected lands include part of National Forest Community Grant (NFCG) 272 on the upper mountain and NFCG 195 on the lower mountain and Canyon Creek. Because the state is overselected, it's unlikely that the state will receive patent to these lands. The remainder of the unit that is currently in state ownership will be managed for Public Recreation and Tourism-Dispersed Use. A management agreement or other agreement with the US Forest Service is recommended in order to ensure consistent enforcement and management of recreation use conflicts along the Mills Creek Road.

Unit 606 Sixmile Creek

See *Management Intent for Navigable Rivers* section at the end of this chapter for management intent for Sixmile Creek.

Unit 608 Trail River, Upper and Lower Trail Lakes

Upper and Lower Trail lakes are recommended for addition to KRSMA. Retain the unit in state ownership; designate Fish and Wildlife Habitat and Public Recreation and Tourism-Dispersed Use. See also the *Management Intent for Navigable Rivers* section at the end of this chapter for management intent for this unit.

Unit 609 Snow River

This unit was not recommended for addition to KRSMA in the *Final Kenai River Comprehensive Management Plan*. However, if any lands are conveyed along the Snow River to a municipality, either a 200-foot-wide buffer will be retained in state ownership or the municipality's patent will be subject to managing this corridor for fish and wildlife habitat and recreation. See also the *Management Intent for Navigable Rivers* section at the end of this chapter for management intent for this unit.

Table 3.2 Resource Allocation Summary Table

For a key to the two-letter designation abbreviations in this table, see the beginning of this chapter

Region 2: Seward Highway from the Hope Y to the South End of Kenai Lake						
Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
281A	Seward Highway MP 54 to 55	rh	954	2A	Canyon Creek has outstanding scenic and geologic features. ADFG and USFS have a joint fisheries enhancement project on Canyon Creek. Anadromous fish streams; moose, rutting concentration area; general distribution of rainbow trout, grayling, and Dolly Varden/Arctic char. Cultural sites present. The Hope Y timber sale is scheduled for this unit in 2005. / Designated Resource Management - High Value because of it's scenic value. Intent is not to develop residential or commercial roadside facilities in this unit, other units nearby are more appropriate for this use. Retain in state ownership primarily as a scenic corridor. "Corridor preservation" under the Seward Highway Scenic Byway guideline.	State selected. Many federal and state mining claims in the area.
281B	Hope Highway just north of Hope Y	rd	51	2A	Adjacent Sixmile Creek used for whitewater boating and dispersed recreation. Access from Hope Highway. / Designated "Nodal development" under the Seward Highway Scenic Byway guideline. Commercial recreation leasing and development are allowed within this unit. Available for municipal selection. Also see the "Specific Management Intent for Units" section for additional management intent for this unit.	State selected. Federal mining claims in the area which may convert to state claims when the unit is conveyed to the state. Unit contains some of the only developable terrain in the Hope Y area. The Hope Y timber sale is scheduled for this unit in 2005.

Region 2: Seward Highway from the Hope Y to the South End of Kenai Lake

Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
281C	East Fork Sixmile Creek	rd	1,020	2A	Popular and challenging whitewater in Sixmile Creek in adjacent Unit 606. This unit is used intensively by kayakers, rafters, and by five commercial raft guides (under USFS permits). Uplands adjacent to the river in this unit are currently used as a staging area by commercial river running companies that are likely to apply for authorizations for developing these in the future. Wildlife viewing from highway: beavers, moose, bears on slopes (spring feeding areas). Paved bike path from Granite Creek Campground to Hope Y through this unit, and a separate pedestrian bridge across Canyon Creek. / "Corridor development" under the "Seward Highway Scenic Byway" guideline. Also see the "Specific Management Intent for Units" section for additional management intent for this unit.	Portions of the unit are still state selected/topfiled along creek bottoms because of numerous federal mining claims. There are also state claims that have been recorded on topfiled lands that may go in place when the land is patented to the state. Beavers along Sixmile Creek. Spring black bear hunting: hunters park along highway. East Fork Sixmile Creek is popular for fishing. ADFG and USFS have a joint fisheries enhancement project on Canyon Creek. Anadromous fish streams; moose, rutting concentration area; freshwater fish, rainbow trout in Sixmile Creek, general distribution of rainbow trout, grayling, and Dolly Varden/Arctic char. Cultural sites present.
281D	Mild terrain around Hope Y	rd	705	2A	Scenic area with recreational boating on Sixmile Creek, dispersed camping, trails to and along the creeks, Seward Highway bike trail parallels the highway. Rest facilities are located on either side of the Canyon Creek Bridge. / Areas in the unit south of the Seward Highway are designated "Corridor development" and areas in unit north of the highway are designated "Nodal development" under the Seward Highway Scenic Byway guideline. Available for municipal selection and commercial recreation leasing. Also see the "Specific Management Intent for Multiple Units" section for additional management intent for this unit.	State selected. Contains some of the only developable terrain in the Hope Y area. Land between road buffers and Canyon and Sixmile creeks has the potential to provide both public and commercial services for travelers. Cultural sites associated with the gold rush era, transportation, and more recent mining activities. Federal and state mining claims along the creek.

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
376	Moose Creek, MP 33 Seward Highway	fo ha	173	2B	Sockeye spawn in Moose Creek, which passes through SW corner of this unit. Brown bears travel east-west along the north shore of Upper Trail Lake through this unit. / Manage for personal use forestry while allowing for commercial timber salvage. Also see the "Management Intent for Multiple Units" section for this region. "Corridor preservation" under the Seward Highway Scenic Byway guideline.	Borough selected.
378	Lakeview, mouth of Victor Creek on Kenai Lake	ha rd	15.1	2B	Important Kenai River habitat and recreation values. / Proposed addition to the Kenai River Special Management Area. Also see the "Management Intent for Multiple Units" section for this region.	Victor Creek is an extremely high-gradient, glacial creek that runs through the alluvial delta known as the Lakeview area. Victor Creek has radically shifted its course over the last 100 years. Flood hazard from Victor Creek limits development potential. This is a remnant of scenic natural shoreline along an area of fill or stabilization for the highway and railroad. Cultural sites present.
379A	Boulder Creek Subdivision, MP 21 Seward Highway	se	7.4	2B	/ After patents issued for USFS cabin sites, additional lands will not be sold because of avalanche hazard. "Corridor development" under the Seward Highway Scenic Byway guideline.	Adjacent to Seward Highway, Alaska Railroad and main route of Iditarod National Historic Trail. Moose, general distribution.
379B	Boulder and Rocky creeks, MP 21 Seward Highway	gu	150	2B	No identified resource values that warrant a primary designation other than General Use. / Protect move opportunity for trailhead and trail that access Andy Simons Mountain. Trail provides views of Kenai and Ptarmigan lakes. Trail would not be suitable for winter use because of avalanche hazard. "Corridor development" under the Seward Highway Scenic Byway guideline. Also see the "Specific Management Intent for Units" section for additional management intent for this unit.	Rocky Creek supports salmon on its lower reaches. Freshwater fish, general distribution of rainbow trout and Dolly Varden/Arctic char; moose, general distribution. Adjacent to Seward Highway Scenic Byway, scenic Alaska Railroad and main route of Iditarod National Historic Trail. Avalanche chutes throughout unit.

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
379C	Kenai Lake overlook near Rocky Creek	gu	7	2B	No identified high value resource values that warrant a primary designation other than General Use. / Not recommended for addition to the Kenai River Special Management Area: unit contains no lake frontage; Alaska Railroad owns it. Possible future wayside.	Scenic Highway viewshed: lake views.
380A	Site at the south end of Lower Trail lake; existing boat launch and trailhead to Vagt Lake Trail	rp	0.86	2B	Currently used as an undeveloped boat launch for access to Lower Trail Lake and serves as Currently used as an undeveloped boat launch for access to the Lower Trail Lake and serves as a summer trailhead to Vagt Lake Trail which follows the south and east shores of Lower Trail Lake before connecting with the south end of Vagt Lake. During the winter, a packed trail to the lake is common used by, mushers, skiers, and snowmachiners. Unit is highly visible from the Seward Highway Scenic Byway. / Proposed addition to the Kenai River Special Management Area. Manage site for public access to Lower Trail Lake and for access to the Vagt Lake Trail. Important Kenai River recreation values. "Corridor development" under the Seward Highway Scenic Byway guideline. Also see the "Management Intent for Multiple Units" section for this region.	Borough selected. Cultural site(s) present.
380B	North end Lawing Airstrip; existing material site	ma	46.1	2B	/ This materials site is still needed by DOTPF (pending ILMA to DOTPF - ADL 217427). When issued, the ILMA will be subject to a requirement that, where feasible and prudent, a vegetative buffer will be left around the perimeter of the materials site to shield the view from adjacent residences of the pit. "Corridor development" under the Seward Highway Scenic Byway guideline. Also see the "Management Intent for Multiple Units" section for this region.	Borough selected.

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
380C	Subdivision and surrounding lands south of Lower Trail Lake	se	60	2B	There are eight or more small lots within or adjoining this unit in state or private ownership. Suitable for residential and community use purposes. Also see the "Specific Management Intent for Units" and "Management Intent for Multiple Units" sections for additional management intent for this unit.	Portions of this unit are still state selected. Borough selected. Crown Point Road and Trail support trail-related recreation uses including hiking, skiing, mountain biking, and snowmachining. Falls Creek supports spawning king salmon. Riparian corridor along Falls Creek supports important black bear habitat. Cultural sites present.
380D	South of Alaska Railroad Bridge on east shore of Upper Trail Lake	ha rd	98	2B	Important Kenai River habitat and recreation values. The east side of the Trail River and Lake system is used as a brown bear movement corridor between Trail Creek and Snow River drainages. The Iditarod National Historic Trail traverses this unit (See guidelines in Chapter 2 for this trail). In addition, the Case Mountain Road and the Bishops Ridge Trail branch off the Iditarod Trail in this unit. Potential hut-to-hut trail area. / Proposed addition to the Kenai River Special Management Area. Also see the "Management Intent for Multiple Units" section for this region. See Chapter 2 for INHT guidelines.	Borough selected.

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
380E	Upper Trail Lake, south arm, east shore	ha rd	111	2B	Important Kenai River habitat and recreation values. The east side of the Trail River and Lake system is used as a brown bear movement corridor between Trail Creek and Snow River drainages. The Iditarod National Historic Trail traverses the length of this unit. Potential hut-to-hut trail area. The Bishops Ridge Trail branches of the Iditarod Trail in this unit. Hiking, hunting, snowmachining, other dispersed recreation. Important viewshed from the Seward Highway and Moose Pass. Small unnamed tributaries flowing into Upper Trail Lake support salmon spawning/rearing. Lake and tributaries are major sockeye salmon production area. The riparian and lacustrine areas provide habitat for mink and river otters. Moose from the surrounding mountains use this for winter range. Lynx and northern goshawk occur generally throughout this unit. / Proposed addition to the Kenai River Special Management Area. Also see the "Management Intent for Multiple Units" section for this region.	Borough selected.
380F	Lands between Grant Lake and Upper Trail Lake, south arm	rd	575	2B	Numerous trails traverse this unit including: Case Mountain Road, Plateau Trail, Wolverine Trail, Grant Lake Trail, and Al Solar's Mill Road. The Iditarod National Historic Trail traverses this unit. Potential hut-to-hut trail area. Viewshed for Moose Pass and Seward Highway. / Manage for trails-related recreation. Retain in state ownership because of bear movement corridor. Also see the "Management Intent for Multiple Units" section for this region. See Chapter 2 guidelines on the INHT.	Borough selected. The east side of the Trail River and Lake system is used as a brown bear movement corridor between Trail Creek and Snow River drainages. Moose from the surrounding mountains use this unit or winter range.

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
380G	Lower and Upper Trail lakes shorelines	ha rd	1,172	2B	The east side of the Trail River and Lake system is used as a brown bear movement corridor between Trail Creek and Snow River drainages. Important Kenai River habitat and recreation values. Scenic waterfall at the outlet of Grant Lake. Scenic: precipitous mountain walls with over 3,500-foot relief on the east shore of the lake. Riparian habitat values for Kenai River fishery, scenic viewshed from Seward Highway Seward Highway. Grant Creek is an anadromous fish stream below the falls that prevent fish passage to Grant Lake. Lower creek supports king, coho and sockeye salmon spawning. The riparian and lacustrine areas provide habitat for mink and river otters. Moose use unit for winter range. Mountain goat winter habitat between 500 and 1,000'. The Iditarod National Historic Trail traverses this unit. Other trails in the unit include the Grant Lake Trail, Al Solar's Mill Road, Vagt Lake Trail, Crown Point Mine Road and Trail. Potential hut-to-hut trail area. / Proposed addition to the Kenai River Special Management Area. Manage for trails-related recreation. Also see the "Management Intent for Multiple Units" and "Specific Management Intent for Units" sections for this region. See Chapter 2 guidelines on the INHT.	Borough selected.
380H	Crown Point to Vagt Lake including Falls Creek	rd	887	2B	The Iditarod National Historic Trail, Vagt Lake Trail, and Crown Point Road are within this unit. Potential hut-to-hut trail area. All trails have a USFS ROW except the Vagt Lake Trail. / Manage for trails-related recreation including hiking, skiing, mountain biking, snowmachining. Allow for timber salvage. Retain in state ownership. Also see the "Management Intent for Multiple Units" section for this region. See Chapter 2 guidelines on the INHT.	Borough selected. Rainbow trout in Vagt Lake. Salmon spawn in the lower reaches of Falls Creek. The riparian and lacustrine areas provide habitat for mink and river otters. Moose from the surrounding mountains use this for winter range. Mountain goat winter habitat between 500 and 1,000'. Ducks and geese, general distribution. Important black bear habitat area, especially during spring green up. Cultural sites present. Mining claims on 35.49 acres in SW1/4SW1/4 Sec 18; and on 31.21 acres in NW1/4NW1/4 Sec 19. Encompasses the Crown timber sale, which was sold in September 1995.

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
380I	Lawing and Ptarmigan Creeks	se	260	2B	Unit contains an airstrip and has railroad and highway access. Suitable for residential development or a community center. / Development can be away from the highway, avoiding strip development. Also see the "Specific Management Intent for Units" and "Management Intent for Multiple Units" sections for additional management intent for this unit. "Corridor development" under the "Seward Highway Scenic Byway" guideline.	Borough selected. The Iditarod National Historic Trail, Skeen Lechner Mine Road, and Ptarmigan Lake Trail pass through this unit. Trails have potential to be part of a hut-to-hut trail system. Adjoins USFS's Ptarmigan Creek Campground in Section 25. Primarily local, trail-oriented recreation: hiking, skiing, mountain biking, snowmachining. Hunting for moose and grouse. Mountain goat winter habitat occurs between 500 and 1,000 foot elevation. Moose rutting areas and winter concentration areas. Portion of unit contains mining claims. DOTPF may be interested in extending the Lawing airstrip north into this unit using surplus materials from the Seward Highway rehabilitation project. Cultural sites present.
380J	Trail River corridor and Kenai Lake shore between USFS work center and Lower Trail Lake	rd	182	2B	This unit supports important Kenai River system recreation-related values. This unit is composed of lands within 200' of the Trail River and Kenai Lake and their 100-year floodplain located between the USFS Work Center and the south end of Lower Trail Lake. The unit also includes some additional parcels in this vicinity (as shown on the manuscripted state status plats). / Portions of this unit that are within 200 feet of the Trail River, Trail Lake and Kenai Lake or are within the 100-year floodplain which are proposed additions to the Kenai River Special Management Area. The remainder of this unit may be conveyed to a municipality. "Corridor development" under the Seward Highway Scenic Byway guideline. See the "Management Intent for Multiple Units" and "Specific Management Intent for Units" sections for this region.	Borough selected. Road access to this unit to portions of the unit located on both sides of the river. Trail River is highly productive for sockeye salmon. The riparian and lacustrine areas provide habitat for mink and river otters. Moose from the surrounding mountains use this for winter range. Cultural sites present.

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
380K	Kenai Lake shore, south of USFS Work Center	ha rp	8.1	2B	Important Kenai River habitat and recreation values. Public recreation values are based on lakeshore/beach frontage that is adjacent to road access. / Proposed addition to the Kenai River Special Management Area. "Corridor development" under the Seward Highway Scenic Byway guideline. Also see the "Management Intent for Multiple Units" section for this region.	Borough selected. Former site of Alaska Nellie's Roadhouse
380M	DOTPF parcel near Trail River	se	1	2B	Interagency Land Management Assignment has been issued to the State Department of Administration (ADL 222867). Leased for housing in 1983 for a ten-year term to applicants with two 5-year year options to extend lease. / Also see the "Management Intent for Multiple Units" section for this region. "Corridor development" under the "Seward Highway Scenic Byway" guideline.	Borough selected.
380N	Mouth of Trail River, east side	se	20	2B	Suitable for settlement. / "Corridor development" under the "Seward Highway Scenic Byway" guideline. Also see the "Management Intent for Multiple Units" section for this region.	Borough selected.

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
381	West shore Grant Lake	rd ha	270	2B	Trail and lake oriented recreation. The Grant Lake Trail, Al Solar's Mill Road, and Plateau Trail all pass through this unit. Spectacular relief: very steep mountain wall rises east of Grant Lake. This unit is part of a brown bear movement corridor between Trail Creek and Snow River drainages. Grant Creek is an anadromous fish stream below the falls which currently prevent fish passage to Grant Lake. Moose, rutting and winter concentration area. In the lake adjacent to this unit: ducks and geese, general distribution; freshwater fish, general distribution of rainbow trout and Dolly Varden/Arctic char. / The portions of this unit that are in the SE 1/4 SE1/4 of Section 6 and within Section 8 should be added to the Kenai River Special Management Area. The remainder of the unit is not recommended for addition to the State Park System. Also see the "Management Intent for Multiple Units" section for this region.	Cultural sites present.

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
382A	Five parcels; 2 promontories, ball diamond, boat launch and shore access	rp	31.4	2B	Important Kenai River system recreation-related values. Most of the public use in the unit takes place at a parcel commonly known as "the ball field." This portion of the unit encompasses 9.92 acres and, although patented to the state, is subject to a US Forest Service right-of-way for a boat launch. This portion of the unit is used as a boat launch, ball field, and community gathering site. This site provides lake access that serves the community, other recreationists, and tourists. The site also attracts campers in summer. Because of the high public use and lack of management, there are human waste and trash problems. The remainder of the unit receives less public use, is mostly steep banks of Trail Lake, and provides a scenic foreground view of the lake from the Seward Highway. / Proposed addition to the Kenai River Special Management Area. Facilities and more active management are needed. "Corridor development" under the Seward Highway Scenic Byway guideline. Also see the "Management Intent for Multiple Units" section for this region.	A portion of the ball field was used in the past as a materials source.
382B	DNR Tower timber sale area, west of Moose Pass	wa	156	2B	/ Management intent is to protect water quality for domestic use by Moose Pass community and residents. / "Corridor development" under the Seward Highway Scenic Byway guideline.	Borough selected. The Tower timber sale in this unit is 80 percent harvested and should be completed in 2002 at which time reforestation work will begin.
382C	Tower, Madsen, and Towson timber Sales, forestlands west of Lower Trail Lake	rd	509	2B	Backdrop to Seward Highway (although screened by hardwoods along the road). "Tom's Trek Trail" crosses this unit. / Manage for Public Recreation and Tourism-Dispersed Use. Unit is available for municipal selection and conveyance. "Corridor development" under the Seward Highway Scenic Byway guideline. Also see the "Specific Management Intent for Units" section for additional management intent for this unit.	Borough selected. The Madson timber sale in this unit was completed in 2000. The Tower timber sale in this unit is 80 percent harvested and should be completed in 2002 at which time reforestation work will begin. The Towson timber sale is scheduled for 2001. Moose, rutting area, winter concentration area. General distribution of black and brown bear, red fox, lynx, coyote, spruce grouse, red squirrel, ermine, and other small mammals and birds. Cultural sites present.

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
382D	Lake front, Moose Pass townsite	ha rd	3.2	2B	Scenic views of lake from highway. Important Kenai River habitat and recreation values. / Proposed addition to the Kenai River Special Management Area. "Corridor development" under the Seward Highway Scenic Byway guideline. Also, see the "Management Intent for Multiple Units" section for additional management intent for this unit.	Cultural sites present. This unit includes the land upon which the Moose Pass DOTPF Maintenance Station (recently closed) is located. Currently the borough waste transfer station is also located on this property. The site of the maintenance station and waste transfer station are currently DOTPF-owned (through merger of title).
382E	Two small parcels, Moose Pass townsite	se	0.84	2B	Small isolated parcels in developed area of Moose Pass. / "Corridor development" under the Seward Highway Scenic Byway guideline.	Cultural sites present.
382F	Seward Highway frontage west of Moose Pass	wa	24	2B	/ Management intent for this unit is to protect water quality for domestic use by Moose Pass community and residents. "Corridor development" under the Seward Highway Scenic Byway guidelines.	Cultural sites present.
382G	Lawing Airstrip, south of Crown Point on Seward Highway	tr	20.7	2B	/ Existing airstrip with an ILMA issued to DOTPF (ADL 221430). DOTPF may be interested in extending the airstrip north into Unit 380I using surplus materials from the Seward Highway rehabilitation project. "Corridor development" under the Seward Highway Scenic Byway guideline.	May be cultural sites present.

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
382H	Lands west of Lower Trail Lake outlet	ha rd	123	2B	This unit is a potential brown bear movement corridor between the north shore of Kenai Lake and areas to the east of the Trail River and Lakes. Other potential corridors are either heavily developed or are blocked by lakes. Backdrop to Seward Highway (although screened by hardwoods along the road). Small unnamed tributaries flowing into the Trail River support salmon spawning and rearing. Moose rutting and winter concentration area. In forested areas, general distribution of black and brown bear, red fox, lynx, coyote, spruce grouse, red squirrel, ermine, and other small mammals and birds. / Manage for Public Recreation and Tourism--Dispersed Use and Wildlife Habitat and retain in state ownership. Allow for timber salvage. "Corridor development" under the Seward Highway Scenic Byways" guideline. Also see the "Management Intent for Multiple Units" section for this region.	Borough selected. Cultural sites present. The Towson timber sale is scheduled for 2001 in this unit.
382I	Parcel south of Seward Highway at Moose Pass	se	22	2B	Potential highway access and proximity to developed or developable lands in private ownership. / Potential for community and residential use. "Corridor development" under the Seward Highway Scenic Byway guideline.	Borough selected.
383A	Mouth of Schilter Creek and north shore of Kenai Lake	ha rd	628	2B	Important Kenai River habitat and recreation values. The north shore of Kenai Lake is used as a brown bear movement corridor. Recreation values associated with it's location adjacent to the USFS Trail River campground. Scenic shoreline along Kenai Lake is visible from Seward Highway, Kenai Lake, and the Trail River Campgrounds. Proposed addition to the Kenai River Special Management Area. Also see the "Management Intent for Multiple Units" section for this region.	Existing USFS ROW for Crescent Saddle Road and trail along the shore of Kenai Lake. The Crescent Saddle Road has not been constructed. The Moose Pass - Schilter timber sale that overlaps with a small portion of this unit is 60 percent harvested and should be completed in 2002 when reforestation work will begin.

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
383B	Upper slopes, Schilter Creek near Crown Point and Moose Pass	fo rd	560	2B	Values for timber salvage as well as long-term production of timber. The Moose Pass - Schilter timber sale that overlaps with this unit is 60 percent harvested and should be completed in 2002 at which time reforestation work will begin. Adjacent to Trail River campground. Viewshed from Kenai Lake and Seward Highway Scenic Byway. / Also see the "Specific Management Intent for Units" and "Management Intent for Multiple Units" sections for additional management intent for this unit.	The west side of the Trail River and north side of Kenai Lake is used as a brown bear movement corridor. Existing Crescent Saddle Road and Trail USFS ROW. The road has not yet been constructed. Cultural sites present.
384	Moose Creek and Upper Trail Lake wayside	ha rp wa	129	2B	Important Kenai River habitat and recreation values. Very high public values include: scenic values and habitat/water quality protection of thin strip of land between Highway and Upper Trail Lake; important watershed for fish hatchery. Travel corridor for brown bears around the west end of the lake. Wells for Fish Hatchery are located in this unit. Potential bike trail from Moose Pass to the Sterling Junction (and eventually to Cooper Landing. / Proposed addition to the Kenai River Special Management Area. "Corridor development" under the Seward Highway Scenic Byway guideline. Also see the "Management Intent for Multiple Units" section for this region.	
385	Small parcel on the east side of the Lower Trail River	se	4.13	2B	/ Portions of this unit that are within 200 feet of the Kenai River or are within the 100-year floodplain are proposed additions to the Kenai River Special Management Area. The remainder of this unit may be conveyed to a municipality. Also see the "Management Intent for Multiple Units" section for this unit. "Corridor development" under the Seward Highway Scenic Byway guideline.	Borough selected. The previous USFS special use permittee for this site (and a site in Unit 380A) had a permit for fuel storage, a float dock and floatplane storage only (no residence). Access off the Seward Highway. Site now includes abandoned log cabin, building (combined garage residence without roof), overgrown trails, abandoned vehicles, and other debris.

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
386	Carter Lake and Johnson Pass trailheads and Moose Creek	rp	174	2B	Trail Lakes fish hatchery on north side of road, with adjoining scenic viewing area (views of Upper Trail Lake). Johnson Pass Trailhead with developed parking and toilet; Carter Lake / Crescent Lake trailhead, and the Trail Lakes wayside and picnic area. Trails used for hiking, fishing, cross-country skiing, riding, etc. Short distances and old roadbed facilitate hiking. Two branches of the Iditarod National Historic Trail pass through this unit including an Iditarod "access trail" that follows the northwest shore of the lake and the Iditarod "main trail" that parallels Johnson Pass Trail. / Manage for trails-related recreation. Retain in state ownership. Trails have potential to be part of a hut-to-hut trail system. "Corridor preservation" under the Seward Highway Scenic Byway guideline. Also see the "Management Intent for Multiple Units" section for this region.	Borough selected (ADL 210306). Sockeye salmon spawn in Carter Creek and Moose Creek. Brown bears travel east-west along the north shore of Upper Trail Lake through this unit.
387	Small lakefront parcel on narrow reach of Upper Trail Lake	ha rd	0.49	2B	Important Kenai River habitat and recreation values. Only state or public parcel along approx. 3 miles of lake shore. Future public recreation value. Prominent in the viewshed from the lake and east shore because this is one of the narrowest parts of the lake. / Proposed addition to the Kenai River Special Management Area. "Corridor development" under the Seward Highway Scenic Byway guideline. Also see the "Management Intent for Multiple Units" section for this region.	Cultural sites present.

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
400	West side of Trail River	se	165	2B	The unit is crossed by the Crescent Saddle Road USFS ROW. / Because of gravel road access and mild terrain, portions of this unit may be suitable for community development. Allow for timber salvage. Reserve access for the Schilter Creek Road through this unit if this unit is conveyed to a municipality.	Borough selected (ADL 201306). The Moose Pass - Schilter timber sale in this unit is 60 percent harvested and should be completed in 2002 when reforestation work will begin. The Madson timber sale in this unit was completed in 2000. Scenic values along campground road. Moose from the surrounding mountains use this for winter range. Moose, rutting area, winter concentration area. Potential brown bear travel corridor. General distribution of black and brown bear, red fox, lynx, coyote, spruce grouse, red squirrel, ermine, and other small mammals and birds.
401A	Upper Ptarmigan Creek	ha rd	708	2B	Trails crossing this unit include the Ptarmigan Lake Trail and the Falls Creek Road and Trail which have USFS right-of way. The land on the east side of the Trail River and Lake system (including this unit) is used as a brown bear movement corridor between Trail Creek and Snow River drainages. The creek is also a brown bear feeding and concentration area. Ptarmigan Creek supports sockeye salmon runs and contains Dolly Varden and rainbow trout. The riparian and lacustrine areas provide habitat for mink and river otters. Moose from the surrounding mountains use this for winter range as well as rutting. Mountain goat winter habitat also occurs between 500 and 1000'. Cultural sites present. / Manage for trails-related recreation. Trails have potential to be part of a hut-to-hut trail system. See also "Management Intent for Multiple Units" section for this region for additional management intent for this unit.	Borough selected (ADL 301306).

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
401B	Parcel east of Lawing	rd	165	2B	Ptarmigan Creek Trail may cross the northern portion of this unit. / Ptarmigan Creek Trail may have the potential to be part of a hut-to-hut trail system. Adjoins USFS Ptarmigan Creek campground. This unit has settlement potential and may provide opportunities for long-term community growth and development. Unit may be conveyed to a municipality. If conveyed, retain legal public access on existing trails, ROWs and easements through this unit including the Ptarmigan Creek and Iditarod National Historic Trail. See also "Management Intent for Multiple Units" section for this region for additional management intent for this unit.	Borough selected (ADL 301306).
402	Grandview on Alaska Railroad at the headwaters of Trail Creek and the Placer River	rp	320	2A	Popular Nordic skiing area -- excellent snow for winter recreation but the current lack of scheduled rail service and three-hour travel time from Anchorage limit the potential for commercial-scale development at this time. The Iditarod National Historic Trail traverses this unit. / Available for commercial recreation leasing. Ensure that scenic qualities of the site are protected while allowing for additional uses. Retain in state ownership. Also see the "Specific Management Intent for Units" section for additional management intent for this unit. Trails in this area have the potential to be part of a hut-to-hut trail system. See the INHT guidelines in Chapter 2.	Trail Creek is a major sockeye spawning system that feeds into Kenai River. Placer River is also a salmon stream and feeds estuarine areas at the head of Turnagain Arm. Freshwater fish, general distribution of Dolly Varden/Arctic char; moose, general distribution. Cultural sites present.

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
403	Bishop's Ridge and lands along east arm of Upper Trail Lake	rd	1519	2B	Visible from Upper Trail Lake, Moose Pass, Seward Highway, and Alaska Railroad. Dispersed recreation, including hiking, hunting, snowmachining and dog sledding. The Iditarod "original trail" or "winter trail" parallels the east side of the upper Trail Creek and Lake (and eventually connects with the Placer River on Turnagain Arm). South end of the unit includes the Case Mine Road, Ned's Bypass Trail, Bishop's Ridge Trail. / Trails have potential to be part of a hut-to-hut trail system. Manage for trails-related recreation and viewshed values. Retain unit in state ownership because of extensive trail network and the use of the area as a bear travel corridor. Also see the "Management Intent for Multiple Units" section for this region. See Chapter 2 guidelines for the INHT.	Mostly borough selected. The east side of the Trail River and Lake system is used as a brown bear movement corridor between Trail Creek and Snow River drainages. Moose, rutting area. Mountain goat winter habitat between 500 and 1,000' elevation. Cultural sites present. Heavily forested, high spruce bark beetle mortality.
404	Slopes above Johnson Creek, 1 mile northeast of Upper Trail Lake near Moose Pass	ha rd	400	2B	Essential travel corridor for brown bears that travel east-west along the north shore of Upper Trail Lake through this unit. Trail-related recreation, scenic views of unit from the Alaska Railroad. Brown bear denning in Trail and Johnson Creek areas. Moose from the surrounding mountains use this for winter range. Trails have potential to be part of a hut-to-hut trail system. / Also see the "Management Intent for Multiple Units" section for this region.	Mostly borough selected.

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
405	Johnson Pass Trail and North Shore of Upper Trail Lake	ha rd	871	2B	Important Kenai River habitat and recreation values. Brown bears travel east-west along the north shore of Upper Trail Lake through this unit. Two branches of the Iditarod National Historic Trail pass through this unit including an Iditarod "access trail" that follows the northwest shore of the lake and the Iditarod "main trail" that the parallels Johnson Pass Trail. Portions of the unit are highly visible from the Seward Highway Scenic Byway, visible from scenic Alaska Railroad. Lake and small unnamed tributaries flowing into Upper Trail Lake support salmon spawning/rearing. Lake and tributaries are major sockeye salmon production area. Moose from the surrounding mountains use this for winter range. Section 8 in this unit serves as brown bear and waterfowl habitat. / Proposed addition to the Kenai River Special Management Area. Manage unit for trails-related recreation. Trails have potential to be part of a hut-to-hut trail system. Also see the "Management Intent for Multiple Units" section for this region. See Chapter 2 guidelines for the INHT.	Borough selected (ADL 301306). Cultural sites present.
406	Upper slopes; northwest of Upper Trail Lake	ha	982	2B	Brown bears travel east-west along the north shore of Upper Trail Lake through this unit and feed along anadromous tributaries flowing into the lake. Small unnamed tributaries flowing into Upper Trail Lake support salmon spawning/rearing. Lake and tributaries are major sockeye salmon production area. Moose from the surrounding mountains use this for winter range and for a rutting area; ducks and geese, general distribution; freshwater fish, general distribution of rainbow trout, grayling, and Dolly Varden/Arctic char. / Trails have potential to be part of a hut-to-hut trail system. Also see the "Management Intent for Multiple Units" section for this region.	Mostly Borough selected (ADL 301306). Cultural sites present.

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
407	Slivers of land between Alaska Railroad and ordinary high water of Upper Trail Lake	ha rd	6.19	2B	Important Kenai River habitat and recreation values. Important viewshed from Seward Highway, Moose Pass, and the lake. Important rearing area for Kenai River fishery. / Proposed addition to the Kenai River Special Management Area. Also see "Management Intent for Multiple Units" section for this region.	Borough selected (ADL 301306).
409A	Upper Quartz Creek materials site	ma	43	2A	/ Site is ILMA'd to DOTPF as a gravel source (MS 31-1-012-1). Conveyance to borough is consistent with intent for unit if at some time DOTPF no longer needs the site, as long as conveyance is consistent with Iditarod National Historic Trail, Scenic Byway guidelines in Chapter 2, and there is an allowance for bike trail. At this time, DOTPF has expressed interest in retaining this site.	Adjacent to Seward Highway Scenic Byway. Iditarod National Historic Trail (classified a "connecting trail") may pass through unit. Potential for future bike trail. There is an existing stand of trees that are approximately 100-feet-wide that screen the materials site from the highway.
409B	Seward Highway MP 44 (Johns Town)	rd	308	2A	Adjacent to Seward Highway Scenic Byway. Iditarod National Historic Trail (classified a "connecting trail") passes through unit. / Potential for future bike trail. Conveyance to a municipality is consistent with management intent for unit as long as consistent with Iditarod National Historic Trail, Scenic Byway guidelines in Chapter 2, and there is an allowance for bike trail. Additional state land sales are not proposed for this unit.	Cabins built under USFS recreational cabin permit program. All USFS permittee lots have been conveyed into private ownership. Several have become permanent residences. Moose, general distribution; freshwater fish, general distribution of rainbow trout, grayling, and Dolly Varden/Arctic char. Quartz Creek produces approximately 70,000 sockeye annually. Several beaver dams. Cultural sites present. Logging underway in 1997 in southeast part of unit.
410A	Canyon Creek materials site at MP 48.5 of Seward Highway on east side	ma	5	2A	Considerable amount of high quality materials remain. / Retain site in state ownership. During extended periods when materials are not being removed, the entrances should be blocked to prevent illegal dumping and accumulation of waste. Buffer between the site and the highway should be retained to screen the pit from the Seward Highway. "Corridor preservation" under the Seward Highway Scenic Byway guideline.	State selected. Cultural sites present.

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
410B	Lower Summit Lake materials site	ma	17	2A	/ DOTPF materials site (MS 31-1-014-1). The site also has the potential to be used to place waste backfill from road construction. Retain in state ownership. When DOTPF no longer needs the site for materials and waste backfill, the site may be conveyed to a municipality, leased, or sold. Potential use by the borough as a community center (recreation or commercial) including solid waste transfer, fire hall or administrative site. Excavation, buffer, and access should be designed to facilitate future low-visibility siting of residences and/or commercial facilities in order to screen the site from the highway. "Corridor development" under the Seward Highway Scenic Byway guideline.	
410C	Lower Summit Lake at MP 47 Seward Highway, 15 miles southeast of Moose Pass	rd se	215	2A	This lake provides one of the most scenic vistas along the Seward Highway including a scenic wayside (parking pull-out) at north end of lower Summit Lake. A bridge across the outlet creek is a popular fishing/exploring site for stopping motorists. The unit includes cabins that were originally authorized as US Forest Service Permits. All cabin sites have been conveyed to the permittees at the time of plan adoption except for the two sites at the north end of the lake. / Conveyance of the two remaining cabin sites is compatible with the management intent for this unit and can occur without amending the plan (which co-designates this unit Public Recreation and Tourism-Dispersed Use, a retention designation). Manage the remainder of the unit for dispersed recreation. This unit could include a trailhead and trail route for a hut-to-hut system that would connect to the Johnson Pass Trail. "Corridor development" under the Seward Highway Scenic Byway guideline. See "Specific Management Intent" section for this unit.	Recently conveyed to the state. The wetlands at the south end of the lake are important habitat for moose, beaver, and mink and nesting for trumpeter swans, loons, and other nesting waterfowl. Moose, winter concentration area . Cultural sites present.

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
410D	Fresno Creek USFS cabin permit area	rd	144	2A	High value recreation area. Scenic values: natural alpine setting, rugged terrain, summer snow fields, avalanche evidence, relative absence of manmade features visible from the highway. / This unit may be conveyable to a municipality. "Corridor development" under the Seward Highway Scenic Byway guideline. Trails have potential to be part of a hut-to-hut trail system.	Unit surrounds private lands that originated as US Forest Service Permits and were subsequently conveyed to the permittees by the state after the lands were patented to the state. Cabins are located between the Seward Highway and the road/trail to Manitoba Mountain. The Mills Creek access road ROW and the portion of the mountain above treeline are still in US Forest Service ownership. Cultural sites present.
410E	Manitoba Mountain	rd	4,243	2A	Manage primarily for dispersed recreation including both summer and winter uses. Retain in state ownership. Prominent viewshed from the Seward Highway. / "Corridor preservation" under the "Seward Highway Scenic Byway" guideline. Trails have potential to be part of a hut-to-hut trail system. Also see the "Specific Management Intent for Units" section for additional management intent for this unit.	State selected/topfiled. The Anchorage Nordic Ski Association cabin that is located in this unit is authorized under a USFS permit. Federal and state mining claims are staked along the creek bottoms. Cultural sites present.
410F	MP 46, Upper Summit Lake	rd	354	2A	Viewshed of Seward Highway. / "Corridor preservation" under the Seward Highway Scenic Byway guideline.	Avalanche run-outs cross most of this unit, creating a development hazard. These wetlands are important habitat for moose, beaver, and mink. Moose winter concentration area. There are three federal mining claims along Colorado Creek which are on federal land that the state has topfiled.

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
410G	Colorado and Butcher Creeks	rp	353	2A	Viewshed of Seward Highway. Both dispersed and concentrated recreational uses take place in this unit. Tenderfoot Campground and Summit Lake Lodge attract many recreational users to the area. The private lands in the unit that were originally authorized through US Forest Service Permits. / Slopes east of the lake may have potential for small ski area. This unit is available for commercial recreation leasing. Conveyance of the existing cabin sites is compatible with the management intent for this unit and can occur without amending the plan (the cabin sites are designated Se, the remainder of the unit is designated rp). The lower elevations in the unit are conveyable to a municipality but the higher elevations will be retained because of their high visibility from the highway. If portions of unit are conveyed, retain (or make patent subject to) lakeshore and shorelines corridors adjacently to anadromous and high-value streams that will be managed for public recreation and fish and wildlife habitat. Trails have potential to be part of a hut-to-hut trail system. "Nodal development" under the Seward Highway Scenic Byway guideline.	Much of the land on the valley floor between Upper and Lower Summit lakes is marshy. These wetlands are important habitat for moose, beaver, and mink. Moose winter concentration area. Portions of the unit have potential for community development if conveyed to borough. There are three federal mining claims along Colorado Creek on federal land that the state has topfiled.
410H	Upper Summit Lake	ha rd	237	2A	The Upper Lake is one of the scenic highlights of the Seward Highway. Scenic waysides at north end and east side of lake. Lake forms scenic vista and provides wildlife viewing opportunities. Beaver and beaver dams, and nesting waterfowl. Wetlands are important habitat for moose, beaver, and mink. Moose winter concentration area. Water recreation includes sport fishing and occasional small boat use. / "Corridor preservation" under the Seward Highway Scenic Byway guideline.	Unit includes lake shorelands only
454	DOTPF Silvertip Maintenance Station north of Hope Y	pr	13	2A	DOTPF maintenance facility and materials site. / "Corridor development or Nodal development" under the Seward Highway Scenic Byway guideline.	Cultural sites present. The Hope Y timber sale is scheduled for this unit in 2005.

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
456	Oracle No. 2, lode mining claim site near Summit Creek	hr	3	2A	Mine is no longer in operation. The mill site improvements include two buildings in poor condition and of historical interest; also a mine which has a gate. Original road from Sterling Highway has washed out, now it is a steep, heavily cobbled, incised track about five to six feet wide. Possible historic interest. / Because of proximity to highway there is potential for an interpretive site geared to visitors at Summit.	Summit Lake Trail follows the washed-out access road for over two miles and continues on USFS land to the Resurrection Pass Trail. Lode claims (gold) on opposite side of the creek from unit.
457	Oracle Mine Site, near Summit Creek	hr	5	2A	Mine is no longer in operation. Potential for commercial recreation development because of historic interest, and proximity to Seward Highway and the recreation attractions in Summit Lake area. Possible historic interest. Cultural sites present.	Summit Lake Trail follows the reconstructed mine access road for over two miles and continues on USFS land to the Resurrection Pass Trail. Lode claims (gold) on opposite side of the creek from unit.
608	Trail River, Upper and Lower Trail lakes	ha hv rd	1,447	2B	Important Kenai River habitat and recreation values. River and lake are important for salmon production and migration, high value resident fish, bear feeding, and swans. High value waterbody for public recreation. / Proposed addition to the Kenai River Special Management Area. For management intent for this waterbody, see the "Management Intent for Navigable Waterbodies" section at the end of this chapter. Also see the "Specific Management Intent for Units" and "Management Intent for Multiple Units" sections in this region for additional management intent for this unit. Also see Appendix D for management intent for the Special Use Land Designation that applies to part of this unit.	

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Unit Number	Unit Name	Designations	Acres	Map Number	Resource or use for which unit is designated / Management intent	Other resources and uses
609	Snow River	ha hv rd	126	2B	Values associated with the Kenai River including anadromous fish values, bear feeding area, dispersed recreation. The Iditarod National Historic Trail parallels and crosses this unit. / For management intent for this waterbody, see the "Management Intent for Navigable Waterbodies" section at the end of this Chapter. Also see the "Specific Management Intent for Units" sections for this region.	The Alaska Railroad and Seward Highway cross and parallel this unit.